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Township of Puslinch  
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March 10, 2023

RE: 10.2 County of Welling - Roads Committee Report - Lake Road Reconstruction (Wellington Road 32, Puslinch, - Project Details and Speed Limit Changes

Please be advised that Township of Puslinch Council, at its meeting held on March 1, 2023 considered the aforementioned topic and subsequent to discussion, the following was resolved:

**Resolution No. 2023-071:** Moved by Councillor Goyda and  
Seconded by Councillor Sepulis

That Council receives the correspondence item 10.2 County of Wellington - Roads Committee Report - Lake Road Reconstruction (Wellington Road 32, Puslinch, - Project Details and Speed Limit Changes for information; and

That Council direct staff to request that the County be requested to report to Council prior to approving the speed by-law and comment on the proposal for the addition of a three-way-stop at Travelled Road and Sandy Shore Blvd. and comment on the proposal for a graduated speed option from Townline Road to the residential area; and

That the County consider implementing a pilot program prior to adopting the speed by-law.

**CARRIED**

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,  
Courtenay Hoytfox  
Municipal Clerk



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Don Kudo, P. Eng., County Engineer  
**Date:** Tuesday, February 14, 2023  
**Subject:** **Lake Road Reconstruction (Wellington Road 32, Puslinch) – Project Details and Speed Limit Changes**

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### **Background:**

Lake Road (Wellington Road 32) has been a focus of speeding and safety concerns within the local Puslinch community for a number of years. The County's Road Master Action Plan (RMAP) included a review of Lake Road as one of the 27 County road segments assessed in the RMAP's Speed Management Corridor review process. For Lake Road, the study recommended changes to the posted speed limits on this road segment along with recommending a number of road improvements as speed management measures.

### **Project Details**

With the reconstruction of Lake Road scheduled to be completed this construction season, the County has the opportunity to make roadway safety improvements that were recommended in the RMAP and other design changes as follows:

- Improving the current residential area by enhancing the concrete curb and gutter cross section with a narrower road lane width of 3.25 metres
- Eliminating the right turn slip-a-round lane with a reconfigured all way stop tee intersection at the intersection of WR 32 and Concession 2
- Providing a 3.0 metre-wide paved shoulder along the north side of the residential area curbed section to the Puslinch Tract Conservation area north of the intersection of WR 32 and Concession 2
- Installing two pedestrian crossovers (PXO) along this section of road with one located in the residential area and the other located adjacent to the Puslinch Tract Conservation area

Other proposed roadway improvements based on consultant studies and recommendations include:

- Installing eco-passages and exclusion fencing to help reduce reptile and amphibian mortality rates at the wetland sections, resulting in safer and greater movement for wildlife. Road mortality has a direct impact on population size and restricts species movement, which reduces opportunities for feeding and reproduction.
- Introducing an innovative product, Cematrix, that is a lightweight cellular concrete to be used as sub base road material with the intent to extend the life cycle of the road structure. The use of the Cematrix product will be a first for a County road and will be used along the two wetland sections of Lake Road where prominent rutting and pavement fatigue have previously been experienced. The improved road base may allow for the removal of the year round reduced load restriction on Lake Road. Staff will undertake post construction monitoring to determine if a change to the reduced load restriction bylaw for Lake Road is warranted.

## **Road Master Action Plan**

The Road Master Action plan was approved in January, 2022. As part of the RMAP, Speed Management Guidelines were developed for the County. These guidelines provide context for managing speed on County roads including some factors with respect to establishing appropriate posted speed limits as follows:

- uniformity of vehicle speeds increases safety and reduces the risks for vehicle collision
- collision potential is lowest when the difference in operating speed between vehicles in the traffic stream is the smallest
- effectiveness and credibility of the posted speed limit is enhanced by setting speed limits that are safe and reasonable for the roadway environment
- posted speed limits that are set too low result in a significant number of “reasonable” drivers operating illegally, place unnecessary burdens on law enforcement personnel, and lead to a lack of credibility of the posted speed limit

The RMAP Speed Management Guidelines are consistent with the Transportation Association of Canada (TAC) “Canadian Guidelines for Establishing Posted Speed Limits”. The TAC guidelines were adopted by the County in 2012 for setting or adjusting posted speed limits and the RMAP reconfirmed the use of these guidelines. The guidelines consider factors such as road classification, road geometry, conflict points, and pedestrian/cyclist use to establish appropriate posted speed limits.

As previously noted, 27 County road segments including Lake Road, were studied as part of the RMAP Speed Management Corridor review. The corridor review study recommended to adjust the current Lake Road posted speed limit by implementing appropriate speed limit changes to align driver behaviour with the design of the road. The following are the RMAP recommendations for the posted speed limits along this section of Lake Road as detailed in the attached Wellington RMAP – Speed Management Review memo:

- For the westerly portion, increase the posted speed limit from **50 km/h to 70 km/h**
- For the easterly portion that fronts the residential properties, increase the posted speed limit from **50 km/h to 60km/h.**

The RMAP Speed Management Corridor review for Lake Road recommended to change the current 50 km/h posted limit in the easterly residential area to 60 km/h, however, staff is not recommending this change. This would be consistent with the Roads Committee RMAP report of September 14, 2021 where staff did not recommend changing the posted speed limits when the corridor review results were +/- 10km/h of the existing posted speed limit. For the Lake Road Reconstruction project, staff have taken the extra measure of proposing to extend the 50km/h posted speed limit to across the frontage of the Puslinch Tract Conservation area, extending the 3.0 metre-wide paved shoulder and proposing to install an additional PXO at this location.

## **Proposed Speed Limit Bylaw Changes**

Based on the above, in order to implement the posted speed limit changes, revisions to the current Consolidated Speed Limit Bylaw (Bylaw 5536-17) would be required to coincide with the completion of the road reconstruction project.

The proposed bylaw “Schedule C” would be revised for the 50 km/h limit for Wellington Road 32 (Lake Road) as follows:

- **From:** “from a point 610 metres west of the intersection with Concession 2 (Township of Puslinch)”
- **To:** “a point 150 metres north from the intersection with Concession 2 (Township of Puslinch)”

The proposed bylaw “Schedule A” would be revised to add a 70km/h limit for Wellington Road 32 (Lake Road) as follows:

- **From:** “from a point 610 metres west of the intersection with Concession 2 (Township of Puslinch)”
- **To:** “the intersection of Wellington Road 33 (Townline Road)”

### **Public Open House**

Staff held a public open house on November 24<sup>th</sup>, 2022 as part of the consultation and communication process for the speed management plan and road reconstruction project. Proposed changes to the roadway and the posted speed limits were presented. The open house was well attended with approximately 60 attendees. Comments from the public were supportive of the improvements to the east end of the project where the 50km/h speed limit is proposed to remain and be extended but most comments were not in favour to increase the speed limit to 70km/h proposed west of the residential area. Attached to the report are the comment sheets received. Comments were also received directly on the Open House presentation map. Images of the map and comments provided are also attached.

### **Project Schedule**

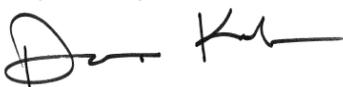
The Lake Road reconstruction project is proposed to be tendered in March, 2023 with award of the construction tender in April, 2023. The project construction is planned to commence in May, 2023 with the estimated completion of the work in September, 2023. Traffic will be maintained during construction with a full road closure needed for approximately one month this summer to complete a portion of the project work. Changes to the Consolidated Speed Limit Bylaw would be proposed to the Roads Committee for approval to coincide with the completion of the project.

### **Recommendation:**

That the Lake Road Reconstruction (Wellington Road 32, Puslinch) – Project Details and Speed Limit Changes report be received for information;

And that staff be directed to take appropriate action, as outlined in the staff report, to revise the Consolidated Speed Limit Bylaw and signage on Wellington Road 32 to coincide with the completion of the Lake Road Reconstruction project.

Respectfully submitted,



Don Kudo, P. Eng.  
County Engineer

Attachments: Memo - Wellington RMAP – Speed Management Reviews - August 10, 2021 Lake Rd  
WR32 Open House Comments  
WR32 Open House Notes Maps (1 to 4)

### 3.13

## Wellington Road 32 (Lake Road) from Wellington Road 33 (Townline Road) to Concession 2

### 3.13.1

#### Corridor Context

- Rural cross-section, with paved/gravel shoulders, no streetlights or sidewalks
- Rural land uses, with limited properties taking access to or fronting the corridor, except for approximately a dozen properties on the north side of the corridor closer to the east limits of the corridor
- There is an MTO Park and Ride towards the west end of the corridor.

### 3.13.2

#### Public Feedback

Through the Social Pinpoint exercise, we received the following feedback from the public:

- *“Lake Road is frequently used by fully loaded transport trucks as an alternative to 401. They do not adhere to the 50 speed limit.”*
- *“Not many who drive thru this area adhere to the speed limits. When I'm going slightly over the limit, people are often right on my bumper.”*
- *“Speed is an issue and law enforcement have continuously attempted to conduct traffic initiatives. shoulders are too narrow and steep.*
- *“A 3 way stop sign would really help with traffic issues at where this road intersects with Lake Road allowing for safe exit from Old Marina to Lake Road. It will also greatly help slow down speeders who constantly go well over the 50km speed limit if they actually are forced to come to a complete stop here.”*

### 3.13.3

#### Traffic Data

The following traffic data was collected and used as part of the speed management analysis:

##### Wellington Road 32 between Seifert Driver and Butler Avenue

- Data Collection Dates: 2019-07-02
- Collected By: Wellington County
- 6,907 vehicles per day.
- Posted Speed Limit = 50 km/h
- Average Speed = 62 km/h
- 85<sup>th</sup> Percentile = 70 km/h
- 95<sup>th</sup> Percentile = 77 km/h.

### Wellington Road 32 at Wellington Road 33

- Data Collection Dates: 2020-11-02 to 2020-11-04
- Collected By: OPP
- 11,849 vehicles recorded over two days (average 5,925 vehicles per day)
- Posted Speed Limit = 50 km/h
- Average Speed = 63 km/h
- 85<sup>th</sup> Percentile = 72 km/h
- 95<sup>th</sup> Percentile = 80 km/h
- Six collisions in the last 10 years, two collisions in the last three years.

#### 3.13.4 Problem Statements

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- Average and 85<sup>th</sup> Percentile speeds are measured to be much higher than the posted speed limit of 50 km/h
- No amenities for pedestrians.

#### 3.13.5 Posted Speed Limit Review

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The TAC Canadian Guidelines for Establishing Posted Speed Limits was used to conduct a speed management review on each corridor segment. The following were the results.

### Wellington Road 32 from Wellington Road 33 to Concession 2

- Consider as a Major Rural Arterial Road with one lane per direction
  - Horizontal Geometry = Medium Risk
  - Vertical Geometry = Lower Risk
  - Average Lane Width = Medium Risk
  - Roadside Hazards = Medium Risk
  - Pedestrian Exposure = Higher Risk
  - Cyclist Exposure = Higher Risk
  - Pavement Surface = Lower Risk
  - One signalized intersections
  - Four side-street STOP controlled intersections
  - 24 driveway accesses
  - On-Street Parking = Lower Risk.

**Current Posted Speed Limit = 50 km/h**

**TAC Recommended Posted Speed Limit = 70 km/h**

- If considered as a Major Urban Arterial Road with 1 lane per direction.

**TAC Recommended Posted Speed Limit = 60 km/h**

Described options and their specific relevance or context in this segment:

- **Regulatory Modifications** – Implementing segment-appropriate speed limit changes align the driver behaviour with the design of the road. Consistent design results in less variation in driver behaviour which makes the expectations of all users more homogenous. Less variation in behaviour makes for greater predictability and makes the environment safer for all users. Viable option.
- **Geometric Modifications** – Controlling the speed of vehicles can be achieved by aligning the design of the road with the desired posted speed. This can be an expensive undertaking over long corridors with varied environments. Viable but expensive option, and should be targeted along some portions of the road rather than the entire corridor.
- **Education / Enforcement** – Consistent enforcement/police presence over this length of roadway a cost and resource issue. Over long sections of road, intense enforcement is typically not viable, infrequent enforcement not effective.
- **Do Nothing** – Two segments, notable speeding issues. Doing nothing is not an option.

The posted speed limit recommendations take into account the TAC recommended posted speed limit but do consider other factors such as changes to the surrounding land uses and changes to the road cross-section. As a result, the actual posted speed limit recommendation may not fully align with the TAC recommended speed limit. The following recommendations with regard to the posted speed limits for this corridor:

- For the more-westerly portion, increase the posted speed limit from **50 km/h to 70 km/h**
- For the easterly portion that is fronting the single-family properties, increase the posted speed limit from **50 km/h to 60 km/h**.

**Figure 26** and **Figure 27** shows the existing and recommended posted speed limits on Wellington Road 32 between Wellington Road 33 and Concession 2, respectively.

Regardless of whether the recommendations related to the posted speed limit are endorsed, the speed management action plan along the corridor should also include the following improvements:

- In the short-term, consider the need for a **pedestrian crossover (PXO)** on Wellington Road 32 near McClintock Drive/Butler Avenue
- In the long-term, reconstruct the easterly portion of the corridor to an **urban cross-section**, which would include curbs and gutter, a multi-use pathway on the south side of the corridor as well as street lighting.

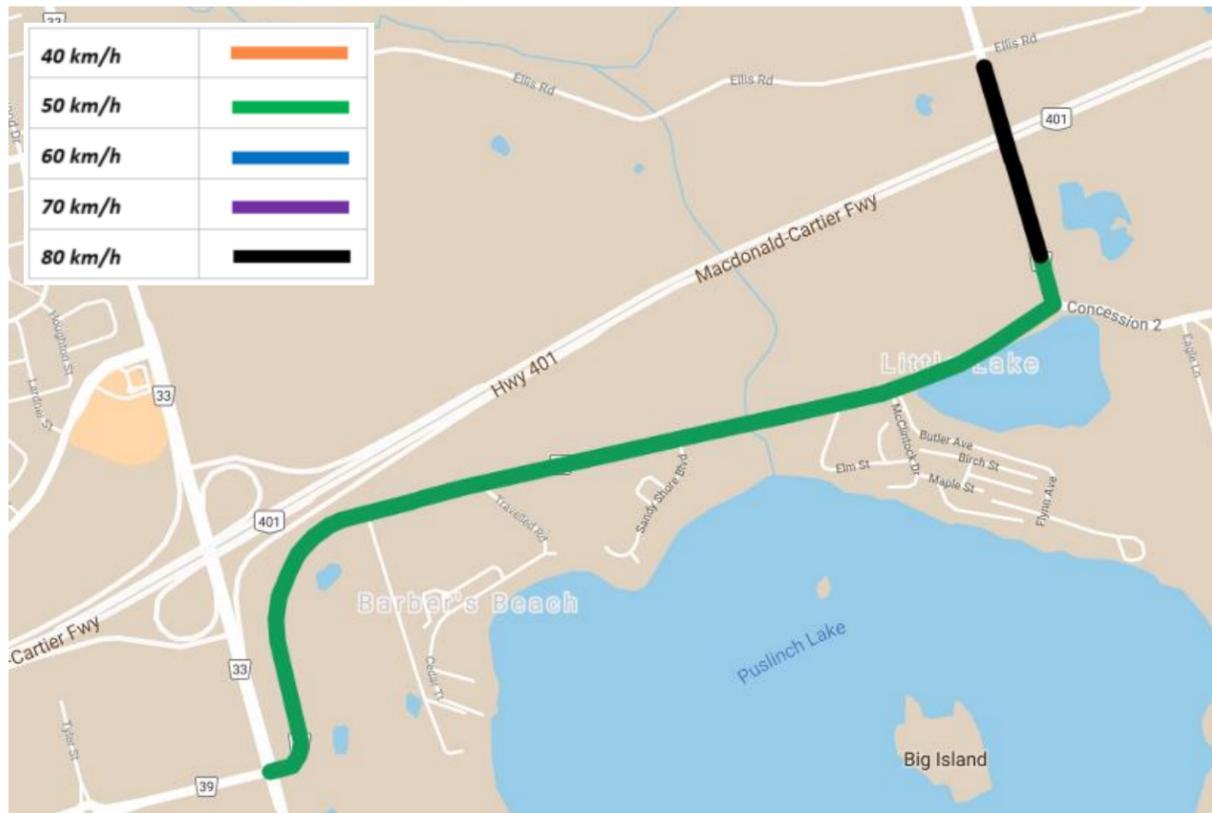


Figure 26: Existing Posted Speed Limits, Wellington Road 32 (Lake Road), Barber's Beach, Little Lake

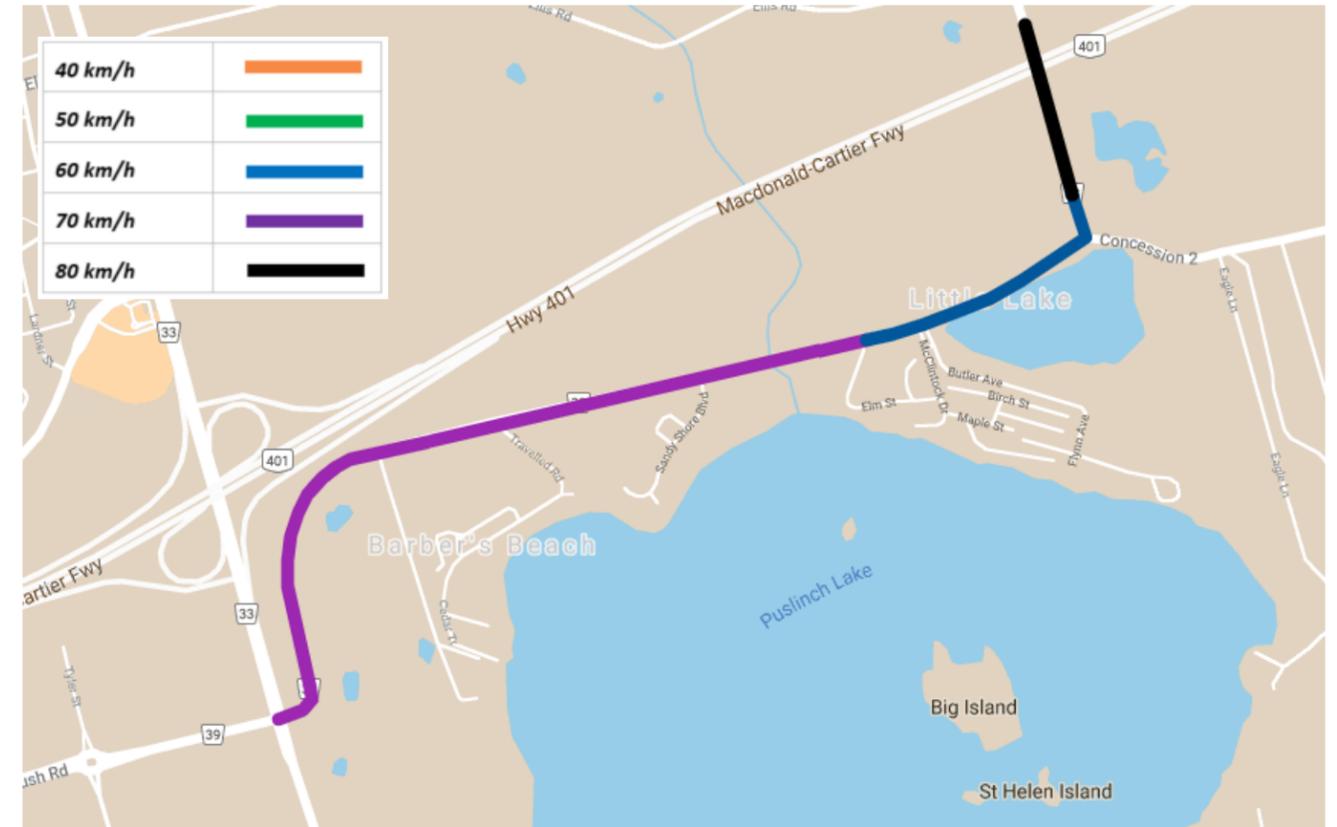


Figure 27: Recommended Posted Speed Limits, Wellington Road 32 (Lake Road), Barber's Beach, Little Lake



**County of Wellington  
Wellington Road 32 (Lake Road), Wellington Road 33  
to Concession 2  
Township of Puslinch, Ontario**

**Project Open House**

## **Comment Sheet**

The purpose of this Comment Sheet is to gather input from the community on the material presented in the Project Open House display boards that were made available on the County's website. Your input is greatly appreciated.

**Please provide your comments below**

Please consider fixing the safety concern at the intersections of McClintock Drive, Butler Ave. and RD32. The side-by-side roads off of Rd32 are confusing for people who do not realize they exist or that they are two separate roads (i.e. not an entrance and exit for the trailer park), this causes cross over confusion between entering and exiting vehicles and routinely creates close calls and dangerous interactions. It is my opinion that the Butler entrance from Rd32 should be removed, directing traffic from Butler onto McClintock Drive, then onto Rd32. Thanks



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**Please provide your comments below**

Please do not increase the speed limit on Lake road. It is bad enough that people do 80-90km on our road in a 50km zone. I have seen it on the speed meter that was there during construction earlier in 2022. I have also been driven off our road and been harassed by drivers speeding and it is dangerous. There are children, families and new drivers on our road. If anything we should be lowering the speed limit to 40km. If you increase it to 70km, people will be doing 100km+. I do not feel safe or comfortable with the suggestion of 70km. I highly suggest that you reconsider increasing the speed limit, and look into lowering it. Thank you.



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**Please provide your comments below**

Hello,

I am against the proposal to increase the speed limit on the section of the lake road. I think that there is significant risk to the significant volume of mountain bikers that are taking that road to and from the Puslinch Tract. Some of the cyclists are minors as well.

Secondly, I was early at the scene where a motor accident fatality occurred on the selfsame road in May of 2007 where a motorcyclist has veered off into the oncoming lane and was hit by a car in another lane. To this day there is a little memorial near the top of the hill.

Keep the speed limit. You are potentially saving lives and causing drivers to exercise more caution at this area of the road that has narrow road and residential areas close by.

Regards,

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**Please provide your comments below**

Hello

My name is [REDACTED] i live at [REDACTED] Lake road with my husband [REDACTED]. We were both unable to attend the meetings on November 24. We have heard from other that the speed limit might be raised from 50 km to 70 km. I hope that this isnt true.

With the speed limit at 50 km vehicles are already flying pass our home at over 100 km. Its unsafe as it is now for me just to pull in or out of our drive way without someone almost hitting my vehicle. I get yelled at and sworn at on a regular basis just for pulling in my drive way. Its unsafe to make a left hand turn into my drive way because there is a passing lane right in front of my house and people feel like they dont have to wait for me to turn in they try and pass me when im tring to pull in. For one im not sure why there is a passing lane in a 50 km zone?

Its very dangerous in the winter as well we have had vehicle drive up on our front lawn due to driving to fast for road conditions. Lake road is more like the 401 no one obeys the speed limit and they act like this isnt a residential are. All day every day all i hear is horns honking at residents who are turning on travelled road trying to get to their homes and people think there going to slow to make the turn.

Somedays my home sakes due to large vehicles passing at an alarming speed. Even the plow in the winter is speeding pass our home throwing large rocks towards out vehicles so we have to make sure we park far up the drive way as possible so they dont get hit. I hope something gets done about the speeding soon so i can start to enjoy where i live like by going on walks down lake road with my dog as of now we have live here for almost 4 years and we will not walk down lake road due to the road rage and speeding. I dont understand why there isnt a speed camera or more police presence on this road. Thank you for your time. [REDACTED]



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**Please provide your comments below**

I am opposed to Increasing the speed limit on Lake road to 70km/hr. We live at [REDACTED] Lake road and I cannot count the number of times people drive by doing 80 or more now. Increasing to 70 will make people drive to 90. It is a daily pain to have people drive close behind me and many pass angry that I'm not driving 80. Turning into my driveway is dangerous and my teenage driver is likewise always worried someone will rear end her. In the winter the ice fishing people park in front of our fence and it becomes impossible to clearly see if there is oncoming traffic from east. I need to ask someone to spot me to get out safely.

A better idea than increasing the speed limit would be to add a stop at either Holly trail or Irish Creek estates entrance. This would force people to slow down once they come down the hill from the carpool. Has any consideration been given to reducing the traffic coming down Lake road? The intersection of Townline and 34 has a stop sign but it should be a set of lights. That is the emergency alternate road and many people avoid using it because it is difficult to turn left.

The new three way stop in front of Old Marina is a welcome addition.



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**Please provide your comments below**

Great overall progress. Would like to see flashing light crosswalks to alert drivers that pedestrians crossing the road.

With proposed speed limit increasing, would recommend as much space as possible between where the houses start and the transition from 70 to 50 as I'm sure studies will show an increased speed entering those zones. In this case children would be present due to school bus stops.



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**Please provide your comments below**

I live in the Irish Creek Estates community on Lake Road. I do not support the proposed change of the speed limit from 50km/h to 70km/h for many reasons:

1. The road is especially dangerous and slippery in the winter.
2. Many people will see a 70 km/h speed limit as an invitation to go 80 km/h to 90 km/h as an enforced speed limit. With the speed limit at 50km/h now, there are many cars travelling at 70km/h already.
3. The bend just before the car park has had a number of fatalities already because of speed and people losing control of their cars. Increasing the speed will increase the fatalities.
4. Many people who live in the neighbourhoods on Lake Road walk and bike along it for exercise. Increasing the speed puts them in more danger.
5. During rush hour in the morning and evening Lake Road is extremely utilized and it is difficult as the speed is now to leave our neighbourhood and enter the traffic. Increasing the speed will make it more difficult.

Please do not increase the speed on Lake Road. Thank you.

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Every change you've made is going to create a worsening situation for our community. Taking away the medium at 32/concession 2, allows for greater ease of turning for transport and gravel trucks. Nobody's policing our roads to ensure that the weight restriction is enforced, so making it easier for them to use illegally is creating a more dangerous situation on our narrow road is an unsafe choice and leads to the degradation of our environment, and road stability. The speed increase will be fought by the community. We do not want to speed increased at all. Not 60 not 70. Policing is a major issue in our community, and their lack there of, we need to ensure that we're creating roadways that are safe for humans to self police. The majority of drivers are not doing that on their own already and I don't believe they should dictate the speed of which they drive on our narrow road that's bordered by waterways.

My house is on a bend where there are often multiple cars parked blocking my view as I back out. Giving my neighbours more space to park their cars is not going to help me feel safe as I back out of my driveway and walk.

In the line of houses as you approach the stop sign for Wellington Road 32 and concession 2 there is an average 1.5 children in every house. Every house has children if you were to take the amount of children on that road And divide it up in the houses. This means that you need to create a safe environment for them to get on their buses, ride their bikes and walk to the local amenities. I don't believe this plan has done anything to deter the traffic flow and speed that we're already dealing with . This road was once a side road and has been increasingly abused over the past 20 years since the road was reconstructed.



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**Please provide your comments below**

Good day!

I was not able to attend the meeting last evening but followed up with a few of our neighbours. They mentioned that township is looking at increasing the speed limited on lake Rd. I find this to be something i strongly disagree with. Lake rd has become a very busy street over the last several years with high volumes of traffic each day.. i want to enusre you that when i use this rd everyday i see things that would certainly make you rethink that decision/conversation.

People speed every day and most times never follow the speed limit if 50km for example you will go 10 over 20 over .. putting it to 70 km now they are going 10 over or 20 over that .. now you have people driving the same speed as the 401 down this country rd where there are homes/driveways, side st, and CHILDREN GETTING ON AND OFF SCHOOL BUSES. How on earth do you consider this a good idea or even a discussion?!

You already have to take you life in your own hands driving, walking or even cycling on Lake rd. Trucks over the weight limit using this road. Cars passing other cars ... peoples fences, mail boxes being taken out by speeders .. (which has happened many times by the way) lucky no one has been seriously hurt . I have witnesses people coming off pinebush rd crossing onto Lake and take that bend way to fast and either hitting the gravel and or knocking down that sign which indicates bend in road. Im sure you must have reciepts on how many times you have replaced it .. have you looked into the number of tickets that have been issued to speeder? I strongly hope you will reconsider this idea...

Thank you for your time





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There is no way we can accept 70 km as the speed limit on our street. We need a three-way stop at Butler and Lake Road to prevent future accidents of speeders coming westbound, as well as the highly hazardous intersection of Butler and Lake Road.

We appreciate the shoulder and the crosswalks, as well as the new three-way stop at concession 2 and Lake Road. Best improvement that can be made is reducing the speed limit overall between the stretch of butler and concession 2 to 40 km.



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Since vehicles already travel at 70km hour down this road now, by increasing the limit, people will start traveling at above new posted rate. What benefit is it to increase the speed limit on such a shot distance of roadway? Plus there will be added noise due to speed increase, not to mention the safety issue to people trying to turn on to this road from their subdivisions.

This is not a good idea.



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Re: raising speed limit on lake road. Vehicles are already going too fast on this road. How would we pull out of our community into traffic going a speed of 70 km/hour, which is more like 80-90/hour?  
I oppose this proposed change.

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We have very significant concerns about lake road going to 70kph.

I have young children and soon to be drivers. From my understanding the turn in the road by the car pooling is already the unfortunate site of fatalities and certainly represents a risk area.

This road is currently sped on very badly. I see people everyday going well over 80kph..some worse. Residents usually go much slower and are tailgated or passed....it is brutal.

I hate slow areas when I drive through other people's neighbourhoods and I even find 50kph slow for our own area but given the children in the area it seems the responsible speed and it would be excellent if police would be able to do a bit of patrolling to ensure people slow down and are not passing....i see a lot of dangerous driving along with road.

If you have any questions or would like to contact me, my name is [REDACTED]  
[REDACTED]



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**Please provide your comments below**

These are my comments as a seven year resident of the Irish Creek Community, who is using Lake Road year round, including at night time.

It may be discussable what speed should be the maximum on the straight part of Lake Road, east of the big curve from after the parking lot to the beginning of Concession 2.

The posted speed is 50 KM, the speed mostly driven is between 60 and 70KM, if not higher. Please consider: Whatever the posted speed is, unless OPP controlled, it will always be much higher. So going to an even higher limit, say to a 70KM limit, will lead to a 90KM race track.

However, the part of Lake Road, which is truly dangerous, is its most western part, from - and including - the sharp curve at the parking lot to - and including - the sharp curve before reaching Town Line. Both turns give the illusion that they are just regular 45 degree turns, because they lack visibility, and most drivers only find out in the middle of the turn that it continues into almost 90 degrees and that they are too fast.

Worse, the curve near the parking lot is tilting down towards the outside of the curve ( something that should never happen) making staying in the lane at high speed more difficult, so many drivers cross over the median. That part of Lake Road needs a 20KM limit ( leading to actual 40 and not 70 ) to keep accidents from happening or at least mitigating the consequences.

I have almost become a victim myself over the years and accidents are bound to happen, if speed at that part of Lake Road is not better contained.



**County of Wellington  
Wellington Road 32 (Lake Road), Wellington Road 33  
to Concession 2  
Township of Puslinch, Ontario**

**Project Open House**

## **Comment Sheet**

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**Please provide your comments below**

I am commenting on the speed limit change to 70km per hour.

I would like the speed limit to remain at 50km / hr.

Occasionally there are small or large animals that are crossing the road. If someone slows for this, a speeding vehicle may hit them from behind.

In the winter it is difficult to say where the edge of the road is. No need to increase your stress level as cars go whizzing by to overtake a careful driver. Also the corner near Townline and Lake Road has had a few cars in the ditch in years past. Slower vehicles reduce this risk.



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To Whom It May Concern:

With respect to increasing the speed limit to 70 km/h on Lake Road, I do not support the decision for the following reasons:

In the winter, Lake Road is extremely slippery. Both the corner near the car park and the corner near Townline Road are locations of numerous car accidents each year. Increasing the speed would make the road even more dangerous than it already is all winter season.

Due to the numerous homes and communities along Lake Road, the road is often used by pedestrians and cyclists. There are no sidewalks, and there is very little space for vehicles and cyclists and pedestrians to occupy the same lanes, safely. Increasing the speeds of vehicles would make it even more dangerous.

Also, due to the popularity of the 'Twin Ponds' dog walking park just around the corner for hikers and mountain bikers especially, Lake Road is travelled often by cyclists and dog walkers. Increasing the speed along Lake Road to 70 km/h increases the risk for everyone. Even now, some motorists travel the road at 70 km/h. Increasing the legal speed limit to 70 km/h will mean that many will drive at 90 km/h.

The vegetation that grows along Lake Road in the ditches, is already making it dangerous for cars turning from Sandy Shore Blvd onto Lake Road due to the diminished visibility. Increasing the speed to 70 km/h will make it even more risky for residents and visitors exiting Sandy Shore Blvd.

Lake Road is just not wide enough to safely accommodate vehicular traffic, foot traffic and bicycles and strollers, even at 50 km/h as it is now. I have personally nearly been hit by vehicles on a number of occasions due to drivers not paying attention and their vehicles drifting onto the small shoulder of the road. At 70 km/h, the risk will be increased dramatically.

Increasing the speed limit is just not worth it in the long run. To save what, 30 seconds in time by increasing the speed limit an extra 20 km/h, when people are already speeding almost all the time anyway, is just not worth the risk to everyone's lives that live or visit the area.

Kindest regards,

[Redacted signature block]



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Increasing the speed would be ill advised. I fear the consequences our neighborhood would suffer. As is slowing down to turn into our gate becomes tricky at times. Increasing the speed would likely make driving in and out of our gate far more treacherous and dangerous than it already is.



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**Please provide your comments below**

Hello, we are deeply concerned to learn about the proposal to increase the speed limit to 70k for most of Lake Rd. As residents of Irish Creek, we drive this road many times daily and know the risk created by speeders who already drive 70k +. We have seen numerous accidents on this road where speeders end up upside down in the swamp beside the road in both sides. Slippery conditions and the turn near the parking lot only make this worse. More concerning, there are no shoulders or sidewalks on this section of road, which already puts pedestrians and cyclists at risk. Increasing the speed limit here will only increase that risk with likely fatal consequences. We are already at risk of being rear ended each time we slow down for our road by speeders who don't wish to slow down for us to make the turn. Increasing the speed limit will only increase this risk. For the health and safety of the many members of this community who live on the west end of Lake Rd in Irish Creek, and on Travelled Rd/Swastika Trail, we plead with you to reconsider raising the speed limit and certainly not to 70k.

Thank you for your careful consideration.

████████████████████



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Trucks do not belong in Lake Rd. Our homes are too close to the road. They speed and have almost hit us in the corner. They are loud and cause pollution. Let them use 34.

Please do not raise the speed. I can't understand how a solution to a speeding problem would be to increase speed??

Proposed stop sign at Corner of concession 2 is a great idea.



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Lake road should be 50kms or less. Preferably 40 Kms with speed bumps. An electronic sign to alert speeders of their speed. There are children whose houses front this road and their driveways are short and abut street. There are 3 school bus stops on this road. Children walk on this road. We walk our dogs on this road. Many joggers!!! We have seen so many vehicles end up in ditch year round as it is a dark unlit road. This is a serious safety issue . We cannot have 70 kms an hour!!!!!! This is ludicrous!



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We would like speed limit reduced below 50 km an hour on Lake Road. There have been numerous accidents and fatalities, especially around bend at car park. There remains the monument from the motorcyclist death at this bend. There is limited visibility due to forest and we cannot remove the trees..... it is a dark unlit road. There are 2 school bus stops where you propose increase to 70kms an hour. People bike and jog and walk on this road. It is a safety issue to increase to 70kms an hour!!!! This cannot happen. We were expecting speed enforcement like speed bumps!!!!!! Please call me at [REDACTED]. Thanks, [REDACTED]



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I was shocked to read that there is serious consideration, and a proposal to increase the speed on Lake Road. It is already dangerous. There is no shoulder on the roads, and no traffic lights. I am very opposed to increasing the speed limit beyond 50 km/h and would have recommended reducing the speed limit. With traffic turning in and out of the park and go parking lot, the multiple residential streets, and the campground which is very busy in the summer it is insane to increase the speed beyond 50 km/h. Who is proposing this???



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I think the proposed change to a 70 km an hour speed limit on Lake Road is very ill advised. The road is already dangerous for walkers and cyclists and given there is no shoulder, there is very little margin for error. I'm not sure which best practises of traffic management this suggested change violates but this does not seem to fall into the category of roads that would be 70 km/h. There are multiple entry points into residential areas. The cars will be slowing down to enter, or required to rapidly accelerate to exit. I'm not sure what problem you're trying to solve but the risks here seem to significantly outweigh any benefits



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Thank you for the open house. We live at [REDACTED] Lake Rd with two very young children and I can't express how thankful I am for this walking area / trail. The fact that I can walk safely and my kids can actually ride their bikes at their home is a bigger deal than you can imagine.

I would suggest putting some of those white reflective posts intermittently along the walking area to avoid people driving up on it to pass. If you recall the median speed signs were hit daily until the township gave up on them as people were illegally passing.



**PROJECT OPEN HOUSE**

Thursday November 24, 2022 from 5:00 to 7:00 pm, Puslinch Community Centre

Wellington Road 32 (Lake Road) Rehabilitation  
Wellington Road 33 to Concession 2

COMMENT SHEET

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IF YOU BUILD IT - THEY WILL COME

A BETTER ROAD WILL RESULT IN  
HIGHER TRAFFIC VOLUMES

INCREASE IN EXHAUST, SALT USE & LITTER

INCREASE TRUCK TRAFFIC

LACK OF ENFORCEMENT MEANS SAFETY  
CONCERNS

CONCERN OVER <sup>DETOUR</sup> USE WHEN 401 CLOSED

NEED FOR SOUND BARRIERS

Combine McLin & Butler & three way stop.



**PROJECT OPEN HOUSE**

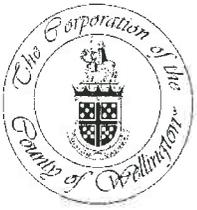
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Wellington Road 32 (Lake Road) Rehabilitation  
Wellington Road 33 to Concession 2

**COMMENT SHEET**

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2022 Nov 24 - Section of road (Little Lake to stop sign) should have pedestrian shared space (e.g. sidewalk) to reduce conflicts between people accessing Lake (summer & winter). That should be on south side of road.



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COMMENT SHEET

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- ← LEFT TURN LANE @ CAR PARK
- ← Turn lanes & 3-way stop at McClintock/Butler - good
- ← "Brotal" curve near parking lot has a negative slope.
- ← STOP at ICE - unnecessary.

**LEGEND**

-  PROPOSED ASPHALT
-  PROPOSED CONCRETE
-  PROPOSED GRAVEL
-  PROPOSED RIP RAP
-  ECO-FENCE
-  PARCEL FABRIC



DATE: NOV 2022  
SCALE: 1:2000

**WELLINGTON ROAD 32  
PROPOSED WORK**

**MTE**  
Engineers, Scientists, Surveyors

